

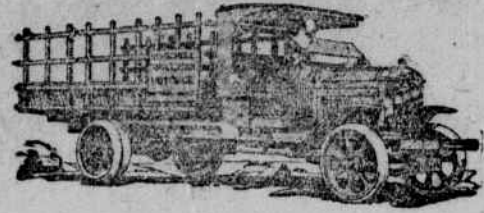
CRIMSON SEEKS TO REMEDY DEFECTS

Team Needs Strengthening at
Ends and in Quarter
Back Position.

Special Despatch to THE HERALD.
CAMBRIDGE, Mass., Oct. 2.—Harvard will begin preparation on Monday for its third game of the football season with Valparaiso next Saturday with several positions on the eleven still in doubt.
The ends are debatable. Clark Macomber still continues as regular right end. He is a rugged player, very fast on his feet and a hard sure tackler. On the left end John Gaston displaced Keith Kane last week. Gaston is a rancor lad, and was a star as a freshman. During the week he took out the opposing players in a number of instances, allowing his backs to gain considerable ground. He is seldom lost in getting down the field under punts, and tackles well. Kane is on Team B with Keith Clark, the former Army end, who has

been held back by a bad knee. While Charlie Tierney is pushing Charlie Havemeyer hard for centre, the latter still has first claim. No one seems to approach Havemeyer in steady passing. Tierney appears to be the better defensive man. Woods and Brown, the bulky guards, have a big lead for their positions, with Brocker and Holmes striving valiantly to oust them. Both varsity men play the standing-up game, Woods especially being keen to size up plays and batter his way through the opposing defensive.
Jim Tolbert is sure of right tackle, and as soon as Bob Sedgwick is ready to come back for play he will be given left tackle. Heinle Paxon has been playing the position while Sedgwick, who is Harvard's heavyweight boxing champion, has been nursing a split lip.
Jewett Johnson, on account of his experience, has been playing first string quarterback. But, the 1923 freshman captain, is rated as second string, a notch above Joe Fitzgerald, a former Muhlenberg player. Harvard appears weak here, although the men are fast and of good promise. Johnson and Buell both have to prove they have the necessary mental ability to run the team. Neither is a brilliant offensive runner and each has a lot to learn about defence.
Jacko Cullen, the varsity shortstop, who was dropped to the second team, was easily the second best if not the best open field runner in the Stadium.

Harvard seeks the quarterback, however, with the ability to run a team, catch punts and tackle sharply, with his offensive ability not of major importance. The coaches work upon the theory that a man battered in body is in no fit state to run the eleven. The general belief of those who did not sympathize with the little fellow was that Conlon lacked the football sense necessary in a quarterback.
WILLIAMS TEAM PROMISING.
WILLIAMSTOWN, Oct. 2.—Alan Becket, the East Orange boy, who played at half-back on the Williams variety a year ago, is not out for his old berth this season. He has decided not to play football for the present. The team is fortunate in having a fine player to take Becket's place behind the line, however. In McLean, Coach Brooks is developing a halfback who promises to fill Becket's shoes. With Capt. Boynton, Hubbard and Burger, all veterans from last year, a likely combination is completed. The line is not quite as satisfactory as the backfield, but the material looks good and, with a little experience, it is figured out that candidates are available to fill the three positions left vacant by graduation. Stumes and Fulle are leading in the race for the guard positions at present, while Smith appears to have first call at centre.
WILLIAMS NEW SWIMMING LEADER.
WILLIAMSTOWN, Oct. 2.—Roosevelt Truman, the Williams swimming captain-elect for the coming season, did not return to college to complete his course this fall. Frederick W. Fulle, Jr., of Montclair, N. J., has been elected to fill the vacancy. The latter was a big help to the team a year ago, winning points in most of the dual meets held.



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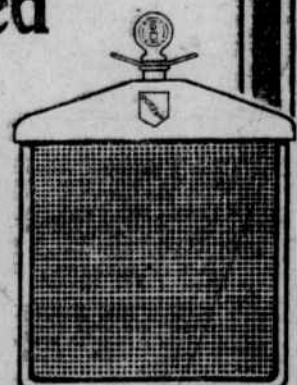
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Nash Prices Cannot Be Reduced Because They Have Never Been Inflated

There will be no reduction in the price of the Nash Six.

We think it only fair to state our policy plainly in justice to present Nash Six owners and those who contemplate purchasing this car.

Nash prices cannot be reduced because present prices represent the actual intrinsic value of the product plus a profit sufficient only to maintain manufacturing operations.

That is a plain statement of fact.

We cannot buy the high grade materials used in the Nash Six any cheaper.

We cannot buy the skilled labor employed in the making of the Nash Six any cheaper.

These two factors determine price. Until materials are lower or labor is lower, no one can manufacture such a car as the Nash Six for less money.

We say no one advisedly because here in this great plant covering 101 acres of ground and employing 5000 skilled workmen, manufacturing costs are reduced to their lowest level.

Here, the Nash Six is manufactured 93% in its entirety.

We have every advantage that large resources and a well established business afford—the purchase of raw materials on a big scale, perfected manufacturing processes and the distribution of costs over a large output.

This insures minimum production costs for each individual car.

That is why the Nash Six has always represented exceptionally high value.

The savings made by our manufacturing methods have been given to the buyer, keeping the price of this car at the lowest possible figure.

Consider this fact.

Since 1917, while prices of all commodities have been soaring,

the price of the Nash Six has risen only 31%. Considering the addition of cord tires and other equipment as standard equipment, the actual increase has been only 24%.

During that time, the increased price of other motor cars shows an average rise of 76%.

The cost of living has risen 104%.

These figures show plainly that Nash manufacturing ability does make possible a car of exceptional value, and that Nash selling prices have always been kept low in accordance with our low production cost.

In view of price changes, actual and rumored, we welcome the opportunity to make this statement:

"That the Nash Six today represents more actual value and is a bigger and better automobile than any other car within hundreds of dollars of its price."

That is our judgment and that it is the judgment of many thousands of motor buyers is evident in the widespread conviction that the Nash Six does represent value impressively above the average.

Under these unsettled conditions it is the only explanation of the fact that today the Nash Motors Company has thousands of unfilled orders on its books and that maximum production schedules are being maintained in our factory.

A STATEMENT
Our policy has always been to give the consumer the best automobile and best truck we could build at the least possible cost. We have never asked a dollar more, simply because we could get it.
In view of the fact that there is no reduction today in the price of materials or labor entering into Nash products, and that there is no possibility of any reduction for some time to come that can substantially affect manufacturing costs, the policy of The Nash Motors Company will be to absolutely maintain its present prices on both passenger cars and trucks to at least July 1st, 1921.

C. W. Nash

You may purchase the Nash Six with the assurance that today as always, you are buying a car of exceptional value.

You buy more power with the Nash Six due to its Perfected Valve-in-Head Motor.

You buy comfort and convenience beyond the ordinary.

You buy really exceptional beauty of design and finish.

And you buy a car with the high character of its performance proved beyond question.

The Nash Motors Company, Kenosha, Wisconsin

No Reduction in Nash Truck Prices

The following present prices on both Nash Passenger Cars and Trucks will be maintained

PASSENGER CAR PRICES:

6-passenger touring car	\$1695	7-passenger touring car	\$1875
2-passenger roadster	1695	4-passenger coupe	2650
4-passenger sport model	1850	7-passenger sedan	2895

TRUCK PRICES:

One-ton chassis	\$1895	Two-ton chassis	\$2550
Nash Quad chassis			\$3250

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